

Oceanic Steamship Company

Leave S. F.	Arrive Hon.	Leave Hon.	Arrive S. F.
September 23	September 29	August 23	August 29
September 23	September 29	September 13	September 19

\$65 first class, single, S. F.; \$110 first class, round trip, San Francisco.

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Pacific Mail Steamship Co.,

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT.	FOR SAN FRANCISCO.
S. S. Mongolia.....August 28	S. S. Persia.....August 25
S. S. Persia.....September 20	S. S. Korea.....September 1
S. S. Korea.....September 25	S. S. Siberia.....September 16
S. S. Siberia.....October 10	S. S. China.....September 22
S. S. China.....October 17	S. S. Manchuria.....September 29

For general information apply to

H. Hackfeld & Co., Ltd., agents

TOYO KISEN KAISHA

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT.	FOR SAN FRANCISCO.
S. S. Tenyo Maru.....September 12	S. S. Shinyo Maru.....September 8
S. S. Shinyo Maru.....October 3	S. S. Chiyo Maru.....October 6
S. S. Chiyo Maru.....October 31	S. S. America Maru.....October 27
S. S. America Maru.....November 21	S. S. Tenyo Maru.....November 3
S. S. Tenyo Maru.....November 28	S. S. Shinyo Maru.....November 24

CASTLE & COOKE, LIMITED, Agents, Honolulu.

Matson Navigation Company

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU

FROM SAN FRANCISCO.	FOR SAN FRANCISCO.
S. S. Lurline.....August 23	S. S. Lurline.....August 29
S. S. Wilhelmina.....September 5	S. S. Wilhelmina.....September 13
S. S. Lurline.....September 20	S. S. Lurline.....September 26
S. S. Wilhelmina.....October 3	S. S. Wilhelmina.....October 11
S. S. Lurline.....October 18	S. S. Lurline.....October 24

S. S. HYADES of this line sails from Seattle for Honolulu direct on or about SEPTEMBER 2, 1911.

For further particulars, apply to

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Canadian-Australian Royal Mail

STEAMSHIP COMPANY

FOR FIJI AND AUSTRALIA.	FOR VANCOUVER.
Marama.....September 13	Makura.....September 12
Makura.....October 11	Zealandia.....October 10

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Oahu Railway Time Table

Outward.

For Waianae, Waiwae, Kahuku and Way Stations—8:15 a. m., 8:30 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., 9:15 a. m., 11:30 a. m., 2:15 p. m., 3:30 p. m., 5:15 p. m., 7:30 p. m., 11:15 p. m.
For Wahiawa and Lihoua—8:10 a. m., 9:15 a. m., 11:30 p. m., 11:15 p. m.

Inward.

Arrive Honolulu from Kahuku, Waiwae and Waianae—8:30 a. m., 8:31 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—11:45 a. m., 8:36 a. m., 11:02 a. m., 1:40 p. m., 4:26 p. m., 5:31 p. m., 7:30 p. m.
Arrive Honolulu from Wahiawa and Lihoua—9:15 a. m., 11:49 p. m., 5:31 p. m., 11:10 p. m.

The Helewa Limited, a two-hour train (only first class tickets honored), leaves Honolulu every Sunday at 8:35 a. m.; returning arrives in Honolulu at 10:10 p. m. The limited stops only at Pearl City and Waianae outward, and Waianae, Waiwae and Pearl City inward.

*Daily. *Sunday Excepted. *Monday Only.
G. F. DENISON, Superintendent. F. C. SMITH, G. P. A.

Bulletin phone numbers are: Business Office 2254. Editorial Room 2198.

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WHARF RULES TOO STRINGENT

Business Men Opposed Proposed Regulations Under Present Conditions.

Honolulu's wharves are so insufficient to handle the present traffic that the harbor commission cannot lay down any hard and fast rules compelling freight to be moved within a certain time, according to the opinion of many prominent business men. The Chamber of Commerce and Merchants' Association held a joint meeting yesterday afternoon and discussed the regulations proposed by the commission and there was not a dissenting voice to the general sentiment that the rules are not only far too stringent, but actually impossible to be carried out.

The proposed rules were printed in the Bulletin of last Saturday and deal with the length of time incoming foreign and domestic freight may remain on the wharves and the demurrage charges for overtime.

More Time Needed. The joint meeting yesterday started to take up the rules one by one, but found that the questions involved are so important, and the views of the meeting so far apart from the harbor commission's ideas that it was impossible to get anything like an adequate expression of opinion in one afternoon. Accordingly, upon motion of E. D. Tenney, the presidents of the two bodies were authorized to ask the harbor commission to defer action on the regulations for a week from tomorrow, and in the meantime a committee of six will be named to study the matter and report back to a joint meeting to be held next Tuesday afternoon.

During the course of the discussion, T. Clive Davies, E. D. Tenney, J. H. Drew of the Matson Navigation company, F. D. Lowrey, J. D. Dole, Richards Ivers, George H. Angus, George Rodick and others spoke, and without exception they opposed the limited time given for handling freight from the wharves. It was stated by men who in the last few days have made a personal investigation of the problem, that wharf facilities in Honolulu are too inadequate to allow the discharging of a cargo and its distribution within the short time allowed by the proposed rules.

Two Rules Discussed. Only two of the regulations were taken up, one which allows foreign freight to remain on the wharves only forty-eight hours after a general order from the custom house, and another which limits the time in which domestic freight may be removed from a wharf to within three days after such freight is discharged from a vessel.

A motion was passed that the sense of the meeting be that not less than seventy-two hours be allowed for the handling of foreign freight, and after a long discussion, twelve days was recommended as the time limit for removing domestic freight. Then it appeared that many of the members present did not desire to pass upon the rules until after a more thorough investigation into the needs of the case, and both motions were withdrawn and the entire matter referred to a committee.

E. D. Tenney declared that if demurrage charges were assessed against consignees who were unable to get the freight off in the time limit, the consumer would ultimately have to pay for it. "There are some abuses, I admit, or have been, perhaps," he said, "but in my opinion these rules will hamper commerce. There is no wharf of sufficient size to handle cargoes with rapidity and dispatch."

Richard Ivers in a vigorous speech opposed the rules as too radical. "Such regulations will drive business to the outside ports and it's already being driven there," he declared. "The consumer will have to pay a higher price in the end because of charges for overtime."

James Wakefield, of the commission, was present and spoke briefly, stating that the rules have been put forward merely as suggestions. "At the start, the commission sent out twenty letters to the business men of the city, asking for suggestions on the rules and got only five replies," he said. "We also took the matter up by interviewing many persons, and the rules are based on the results of this work."

The meeting was not one of opposition to the harbor commission in any sense. The business men seemed ready to support the commission, but believe that the condition of the wharves here is such that cargoes cannot be handled under the proposed rules.

John Fisher, employed on the Hotel Taft, in course of construction at New Haven, Conn., fell eleven stories and escaped with a slight cut over an eye.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. PARIS MEDICINE CO., St. Louis, U. S. A.

LEGAL NOTICES.

IN THE CIRCUIT COURT OF THE First Judicial Circuit, Territory of Hawaii.—At Chambers. In Probate. In the matter of the Estate of Mele Hipa, Deceased. Notice to Creditors. Notice is hereby given that Letters of Administration have been issued to Bishop Trust Company, Limited, an Hawaiian corporation, as Administrator of the Estate of Mele Hipa, late of the City and County of Honolulu, Territory of Hawaii, deceased. All creditors of the said estate are hereby notified to present their claims against the said estate, duly authenticated, and with proper vouchers, if any exist, even though the said claims be secured by mortgage upon real estate, to the said Bishop Trust Company, Limited, at its office, No. 924 Bethel street, Honolulu, aforesaid, within six (6) months from the date hereof (which is the date of the first publication of this notice); otherwise such claims, if any, will be forever barred. And all persons indebted to the said estate are hereby notified to make immediate payment to the undersigned as such Administrator. Dated at Honolulu, T. H., August 15, 1911. BISHOP TRUST COMPANY, LIMITED, Administrator of the Estate of Mele Hipa, deceased. 5095—Aug. 15, 22, 29; Sept. 5, 12.

IN THE CIRCUIT COURT OF THE First Judicial Circuit of the Territory of Hawaii.—At Chambers. In Divorce. Christina Martine, Libellant, vs. Ignatio Martine, Libellee. Libel for Divorce. Notice. To Ignatio Martine, libellee herein, you are hereby notified that the above-entitled cause, the same being for a divorce from you on the grounds of desertion and non-support, is now pending in the above-entitled Court and that the same will be heard and determined on Saturday, the 21st day of October, 1911, at the hour of 9 o'clock a. m. of said day, in the courtroom of the Presiding Judge at Chambers, or as soon thereafter as counsel can be heard. Dated, Honolulu, this 14th day of August, A. D. 1911. (Sgd.) V. M. HARRISON, Clerk, Circuit Court, First Judicial Circuit, Territory of Hawaii. (Seal.) Clem K. Quinn, attorney for libellant. 5095—Aug. 15, 22, 29; Sept. 5, 12, 19.

BUSINESS NOTICES.

NOTICE.

The time for receiving designs for the 1912 Floral Parade poster has been extended to September 1, 1912.

In the first competition, no award was made.

The prize of One Hundred Dollars offered still holds good for such design as may be accepted.

D. P. R. ISENBERG, Chairman, 1912 Floral Parade Poster Committee. 5099-31

WATERFRONT NOTES

Koninklijke Paketvaart Maatschappij Chit-Chat.

"They" were chatting in the smoking room of a little Koninklijke Paketvaart Maatschappij coaster, on a two months' run among the islands below the equator, when some one speaking of the peninsula, some one else said: "My impression of the Straits Settlements can be summed up in a single picture: A strong, black man, heading in the center of a muddy stream, trying to split a rock with a shirt."

Now this always provokes a laugh; it is venerable and infallible. But to my surprise, says Frederick S. Isham, the novelist, one of the smoking room contingent, on this occasion it partially failed. What was the trouble? The delinquent, the one man out of seven who didn't laugh, was sallow, saturnine and English.

"What's the matter, old chap," asked the novelist. "Don't you see the point, or are you waiting until tomorrow to wake up to it?"

The other turned his head wearily. "See the point?" he said sadly. "I should think I did. I ought to, I," tragically, "am the man who owned the shirt."

Then we, knowing he had lived twenty-five years in the Orient, became silent; our laughter ceased. A sympathetic melancholy descended upon us, Englishman or not, we took him to our heart of hearts and made a brother of him.

Forgot Duty When Bidding on Steam.

The contract for the construction of one boat for the use of the coast artillery companies in laying and locating mines in Philippine waters has been let to the firm of W. S. Bailey and company, of Hongkong. The contract price is 22,750 pesos, the company to pay the customs duties, which amount to nearly 50 per cent of the cost.

This boat will be unique among the many varieties of floating craft, in that it will have a glass bottom for the purpose of giving an opportunity to the artillerymen to locate mines upon the bottom of the bay. The other bidder for this contract was the Taikoo dock and engineering company of Hongkong, who made a low bid, thinking that the government paid the customs duty or remitted the same upon property for the army. They withdrew their bid later upon getting permission from the chief quartermaster of the division.

Weekly Bulletin 61 per year.

MOVEMENTS OF MAIL STEAMERS

VESSELS TO ARRIVE

Tuesday, Aug. 22. Central and South American ports—Buyo Maru, T. K. K. S. S. Wednesday, Aug. 23. Hawaii via Maui ports—Claudine, stmr. San Francisco—Lurline, M. N. S. S. Kaula ports—W. G. Hall, stmr. Friday, Aug. 25. Kona and Kau ports—Mauna Loa, stmr. Saturday, Aug. 26. Hilo via way ports—Mauna Kea, stmr. Sunday, Aug. 27. Hongkong via Japan ports—Persia, P. M. S. S. Maui, Molokai and Lanai ports—Mikahala, stmr. Kaula ports—Kinau, stmr. Monday, Aug. 28. San Francisco—Mongolia, P. M. S. S. Wednesday, Aug. 30. Hawaii via Maui ports—Claudine, stmr. Kaula ports—W. G. Hall, stmr.

VESSELS TO DEPART

Tuesday, Aug. 22. Maui, Molokai and Lanai ports—Mikahala, stmr., 5 p. m. Kaula ports (windward)—Noeau, stmr., 5 p. m. Kaula ports—Kinau, stmr., 5 p. m. Wednesday, Aug. 23. San Francisco—Sierra, O. S. S., 10 a. m. Thursday, Aug. 24. Hongkong via Japan ports—Buyo Maru, Jap. stmr. Kaula ports—W. G. Hall, stmr., 5 p. m. Friday, Aug. 25. Hawaii via Maui ports—Claudine, stmr., 5 p. m. Sunday, Aug. 27. San Francisco—Persia, P. M. S. S. Monday, Aug. 28. Hongkong via Japan ports—Mongolia, P. M. S. S. Kaula ports—Noeau, stmr., 5 p. m. Tuesday, Aug. 29. San Francisco—Lurline, M. N. S. S. Maui, Molokai and Lanai ports—Mikahala, stmr., 5 p. m. Hilo via way ports—Mauna Kea, stmr., 10 a. m. Kaula ports—Kinau, stmr., 5 p. m. Thursday, Aug. 31. Kaula ports—W. G. Hall, stmr., 5 p. m.

MAILS.

Mails are due from the following points as follows: San Francisco—Lurline, Aug. 23. Yokohama—Persia, Aug. 27. Colonies—Makura, Sept. 12. Victoria—Marama, Sept. 13.

Mails will depart for the following points as follows: Yokohama—Mongolia, Aug. 28. Vancouver—Makura, Sept. 12. San Francisco—Sierra, Aug. 23. Sydney—Marama, Sept. 13.

TRANSPORT SERVICE.

Dix at Seattle, out of commission. Logan, from Honolulu, for San Francisco, arrived May 12. Sheridan, from Honolulu for Manila, Aug. 14. Sherman, sailed from Manila, Aug. 14. Crook, arrived S. F. Apr. 13. Buford, sailed from Honolulu for San Francisco, arrived Aug. 15. Warren Stationed at the Philippines. Thomas at San Francisco under repairs.

PASSENGERS DEPARTED.

Per stmr. Mauna Kea, for Hilo via way ports, Aug. 22—C. S. Holloway, C. A. Bell, Mrs. Bell, Prof. W. T. Bingham, F. W. Damon, Mrs. Damon, Master Damon, L. von Tempeky, Miss N. Wallace, Mr. and Mrs. A. Lewis, H. B. Gifford, Mrs. Gifford, M. M. Graham, Miss Deyo, H. W. Burden, Mrs. Burden, J. Monsarrat.

PASSENGERS BOOKED.

Per stmr. Kinau, for Kaula ports, Aug. 22—Dr. C. Ramus, C. S. Judd, Mrs. C. H. Cooke and 3 children, D. Lyons, Mrs. Lyons, M. Medeiros, Mrs. K. Yanagihara, L. K. Yong, Rev. S. K. Kaulili, Mrs. E. B. Bridgewater, Mrs. E. Bischoff, W. A. Lane, Mrs. Lane, E. A. Knudsen, Mrs. Knudsen, Miss P. Stewart, A. H. Rice, C. A. Rice, Miss Ruth Lindley, Miss Woodman, Miss B. Hundley, Mrs. Douse. Per stmr. Mikahala, for Maui, Molokai and Lanai ports, Aug. 22—Mrs. P. J. Monahan, J. F. Burns. Per stmr. Claudine, for Hawaii via Maui ports, Aug. 25—Bishop Liebert, W. Mackay, A. F. Ewart. Per stmr. Mauna Loa, for Kona and Kau ports, Aug. 25—L. Kauwe, Rose Brown, May Low, Miss R. Lyons, R. Wallace, Mrs. Wallace, H. Jones, E. G. Allen, Mrs. Allen, A. Pohina.

WATERFRONT NOTES

Lumer En Route to Hilo. Hilo Importers expect the arrival of the American schooner Borealis, now twenty-seven days out from Grays Harbor. The little schooner Melrose from the same port and which sailed sixteen days ago for Hilo is also